

The Herald's 5-Color Utah Map
With 189 Calendar,
SELLING FAST.

Children Cry for Them.
Grown People can't get along
without them.

See 26TH YEAR.

SALT LAKE CITY, UTAH: SUNDAY, JANUARY 28, 1896.

NUMBER 175

MAP COUPON.

We have received our Brand & McCall's
Copyrighted Atlas Wall Maps of Utah, in
six colors with alphabetically ar-
ranged list of over 200 towns, population
and location stated by marginal refer-
ences—serviceable 1896 calendar—12 inches
by 18 inches. Worth 25 cents, but given away for a
nickel and one of the coupons, or mailed
for a dime and a coupon.
LOSE NO TIME—SUPPLY LIMITED.

AROUSING THE OLD WORLD

Reported Alliance Between
the Russians and the
Turks.

IT WAS VERY STARTLING

Shook England from Center to
Circumference.

Turkey's Bad Fix Financially May
Have Had Something to Do With
the Compact, the Report of
Which is Said to Be Sustained,
and Which is Also Alleged to Be
Without Foundation—Action of
Our Senate as Viewed Abroad.

LONDON, Jan. 25.—(Copyrighted, 1896,
by the Associated Press)—The most
startling political news of the week
was the announcement on Thursday
in a dispatch from Constantinople to the
Pall Mall Gazette that an offensive and
defensive alliance had been formed
between Russia and Turkey. True or not,
the story has aroused the widest
discussion throughout Great Britain
and telegrams from different European
capitals contained admissions which
lent color to the report. Turkey's ter-
rible financial plight it is believed may
have drawn the sultan into the arms
of Russia.

The information in the Constantinople
dispatch to the Pall Mall Gazette is
confirmed today from an excellent
source, a letter from the Speaker's
correspondence in Constantinople, in
which the writer declares the Russo-
Turkish treaty is an actual fact, though
it does not exist on paper. The corre-
spondent adds: Russia is complete mas-
ter of the situation and it is believed
here that the

ENORMOUS BAKSHEESH
sent by the sultan to the czar, valued
at \$2,000,000, and including one of the
most famous jewels in the imperial col-
lection, marked the secret treaty of
alliance by which Russia guarantees the
integrity of the Ottoman empire and
agrees to assist in the restoration of
order in Kurdistan and also in de-
fense of the Dardanelles.

France follows Russia as a blind
man follows his dog. France was the
first to denounce the treaty of Un-
tersingen; now she is silent.

The attitude of Germany is more
difficult than that of France; she is
trying to win favor with Russia, by
out-Hervding Hervding. The outcome of
the Armenian difficulty has been the
triumph of Russia and the humiliation
of Great Britain.

BRITISH DEFEAT.

The English newspapers generally ac-
cept this view of the defeat of British
diplomacy. The Chronicle almost alone
views the situation with complacency
and thinks it ought to lead to a com-
plete entente between Russia and Great
Britain on the Asiatic question.

Abroad the report has caused a good
deal of anxiety. The Times' Vienna
correspondent says that the general
impression there is that the treaty ac-
tually exists.

The Neue Free Presse of Vienna
says: "There is no doubt Russia has
exercised strong influence at Constani-
tinople but Europe can scarcely aban-
don its interests in Turkey in favor of
a single power."

This development of the question
has aroused great interest as to the
intention of the United States and the
feeling is expressed that the United
States will ere long prove the potent
factor in the Levant.

The debates in congress on this sub-
ject are rapidly followed and comment-
ed upon by the press.

ARMENIAN ATROCITIES.

In stopped, was defeated without divi-
sion and the foreign affairs committee
resolution was unanimously passed, ap-
pealing to the powers to rescue the
Armenians.

It is alleged.

LONDON, Jan. 25.—The Turkish em-
bassy has published an official denial
of the Pall Mall Gazette's account of
the treaty between Russia and Turkey.

The representatives of the Ottoman
empire in England say that the report
is absolutely unfounded.

MISSOURI DEMOCRATS.

Convention for the Selection of
Delegates to Be Held at Sedalia.

Louis today. Other members who came
to this morning's session were: J. C.
Springfield, O. H. Avery of Troy; J. C.
Roberts, Thomas J. Ward and O. E.
Forster of St. Louis; John S. Organ of
Salem, and M. A. Fyke of Kansas City.

The committee in executive session
adopted a resolution instructing that no
county conventions to select delegates to
the Sedalia convention, shall be held be-
fore April 1. There is a proclamation
resolution, which says that this is for
the purpose of preventing any county
committees from taking snap judgments
and calling local conventions without
giving time for discussion.

ASSOCIATED BANKS.

Repetition of the General Showing
Made in Previous Weeks.

NEW YORK, Jan. 25.—The Financier
says this week:

The statement of the associated
banks of New York City for the week
ending Jan. 25 is a repetition, so far as
the general showing of the several
items is concerned, of the previous
week's exhibition.

The steady decrease of loans were
not for the unusual conditions now pre-
vailing, but rather as one of the most
unfavorable symptoms which have
been shown for months, and the
contraction in a measure has been in-
creased by a disturbing factor.

The liquidation in the first five weeks has
been in excess of \$45,000,000, and the
total loans at the end of the current
week were \$75,000,000 less than reported
last September when the highest
mark ever recorded in the history of
New York banks was reached.

No doubt the banks are moulding
the business to meet the new bond
loan.

The decrease in the deposit item re-
flects the withdrawals of legal tender
for export purposes and the shifting
of the balance between the banks.
With a total excess of reserve of \$37-
000,000 there should be no difficulty in
absorbing a considerable portion of the
new bonds on the part of the New
York banks if such an investment is
desired.

It is worthy of note that of the \$76-
100,000 in specie now in the New York
banks, six estimations hold \$11,115,000
or 40 per cent. of the total.

The holdings of the National City
bank—nearly \$13,000,000—constitute over
one-third of the specie in the New
York banks.

HALL CAINE.

The Report Which He Will Make to
the Authors' Meeting.

LONDON, Jan. 25.—Hall Caine, the
author, has favored the Associated
Press with an advance copy of the re-
port which he will make at the meet-
ing of the Authors' society on Mon-
day. In this report he ventures the
opinion that nothing in the Venezuela
or Transvaal questions can be found
more liable to breed serious interna-
tional friction than the restoration of
the Canadian copyright question. He
points out in his statement the power
that Canada has to embroil England in
a quarrel through unfriendly legisla-
tion toward the United States, and the
part of the Dominion, and details at
length how a compromise may be
brought about between the different
interests.

In conclusion Mr. Caine says: "If we
have solved the copyright question by
considering it solely as a matter be-
tween Canada and America, which it
is in the main, we have recognized at
the same time that it is only one of
the dangers that lie between two great
countries whose geographical situation
may be the cause of many troubles in
the future. It is hard to conceive of
any just cause for a war between En-
gland and the United States, but if
war ever takes place it will be because
of friction between our great Dominion
and the state alongside it. An
Englishman cannot cross the Niagara
river without realizing to his great
pain that he is in the hands of a
foreigner, and that the United States
are on the other side of the Niagara
fall, and that the United States are
still on both sides of that turbu-
lent water."

ANOTHER SHORTAGE.

STARR MUST FACE THE COURT
ONCE MORE.

Two Men Buried in a Snowslide at
Rocky Bar, But One Escapes
Death.

(Special to The Herald.)

BOISE, Ida., Jan. 25.—Officials of the
Bailey land office have developed an
other shortage in the accounts of T. E.
Starr, ex-receiver of the land office
and one of the best known mining men
in this part of the state. His original
shortage amounted to \$2,200. It now de-
velops he received \$369 from a farmer
in payment of a final proof on a desert
claim and appropriated it to his own
use. The farmer waited some time for
the patent and an investigation at
headquarters developed the fact that
Starr has never turned in the papers.

Starr is under indictment for the
first shortage.

News of a fearful snowslide reaches
here from Rocky Bar. Two men, John
Andrews and Robert Brainard, were
caught, but Andrews managed to get
out just as the slide started. Brainard
was carried down. Fifty men worked
two hours after finding where he was
to get him out. A remarkable feature
of the case is that Brainard was un-
hurt, the first instance on record in
Idaho in which anyone escaped after
being buried in a snowslide even for a
foot or two. Brainard was under over
six feet of snow.

WILL USE WAGNERS.

CHICAGO, Jan. 25.—The report from
Kansas City that the Atchison road
is about to sever its relations with the
Pullman company and to make a con-
tract for the use of the Wagner sleep-
ers, is probably untrue by the offi-
cials of the road. They affirm that
no negotiations are under way nor
have any ever been under way look-
ing to a deal with the Wagner people.

The contract with the Pullman com-
pany, which was cancelled when the
railroad company was reorganized some
time ago, was renewed tempo-
rarily. The contract as at present in-
force can be terminated on the giving
of the sixty days notice, but no such
notice has been given by the road, and
it is declared there is no immediate in-
tention of giving it.

A REMARKABLE CHARACTER.

NEW YORK, Jan. 25.—At the re-

NEEDS MORE BATTLESHIPS

Germany's Condition Said to
Be Similar to Our
Own.

THE EMPEROR IS ACTIVE

Large Sums of Money Will Not
Be Needed.

Attitude of Great Britain Toward
Germany May Cause Some of Our
Consul Germans to Change Their
Views on the Necessity For a
Navy—Colonial Party Encouraged
By the Emperor's Speech.

BERLIN, Jan. 25.—(Copyrighted 1896
by the Associated Press)—A project is
now being seriously considered by the
emperor and the cabinet of providing
for a formidable increase in the Ger-
man navy. It is well known that his
majesty has long wished to do this;
but, the refusal of the reichstag to
vote the necessary funds has rendered
the scheme impossible up to the present.
Recent events, however, especially the
attitude of Great Britain toward
Germany, have

RIPENED THE PLAN

to accomplish an extension of the navy
without the grant of large sums of
money by the reichstag.

The emperor, during the last fort-
night has had a number of conferences
with authorities on colonial affairs
with reference to the position and
needs of the German colonies, com-
pared with the naval resources and the
inadequacy of the German navy, par-
ticularly in first class battle ships, and
the emperor has decided to maintain
German naval power as a colonial power,
generally recognized. This year's budget
shows but a small item for new battle-
ships, and the emperor has decided to
express in 1896 will not vote large sums
for the navy. Therefore, in order to
overcome the difficulty thus presented,
it is now proposed to raise a loan of
\$10,000,000 marks, the means for which
are to be obtained by the conversion
of the 4 per cent. funds into 3 per
cents. His majesty sounded the lead-
ers of the reichstag both in the reich-
stag and in the diet, during the recent
fetes and received encouraging replies.

Dr. Miquel, the minister of finance, was
favorable to the scheme, but Prince Bi-
smarck, the chancellor, and several of
the other ministers are opposed to it.

IS ENCOURAGED.

The colonial party has been much en-
couraged by Emperor William's speech
delivered on Jan. 18, last, upon the oc-
casion of the twenty-fifth anniversary
of the re-establishment of the German
empire. It has stirred them to in-
creased activity and at an enthusiastic
meeting of the colonial association on
Thursday evening last, Dr. Peters, the
explorer, urged that a petition be
drawn up and addressed to the chan-
celler in favor of a large increase of
the navy in order to protect Germany's
worldwide interests and to maintain
Adelphi, San Francisco on the Orin-
oco and in the Yang Tse Kiang.

Among other things Dr. Peters said
that Germany must have the power to
defend itself and not have to waste time
in talking.

Prince Von Arnburg, who presided,
was more conservative in his remarks.
He contended that Germany should
point out that it was impossible
for Germany to create a navy which
would rival that of Great Britain. The
meeting, nevertheless, adopted Dr. Pe-
ters' resolution and a petition setting
forth

THE DEMANDS

of the colonial association will be pre-
sented to the chancellor and to the
reichstag in order to obtain the request
that 300,000,000 marks be appropriated
to increase the navy.

An instructive contrast to these de-
mands is furnished in the official re-
port of the colonies which has been pub-
lished. From this document it ap-
pears that out of the thousands of Ger-
mans to whom the emperor referred,
only 200 have been enlisted to accept
take up their residence in the colonies.

The trade of the German colonies,
the report also shows, is steadily de-
creasing, necessitating an increase of
material subsidies by 1,400,000 marks,
making a total cost of over 11,000,000
marks.

BEASTS OF BURDEN.

Striking testimony of the militarism
of the colonial government is shown
in the fact that it lumps negroes, don-
keys and oxen together under the
designation of "beasts of burden" of east
Africa.

Emperor William's birthday on Mon-
day next will be celebrated in the usual
way. Among the princes present will
be the king of Saxony, the Grand Duke
of Baden and others of almost equal
rank.

Prince Hohenzollern will give a ban-
quet to the foreign ministers in honor
of the occasion.

A heroic feat of arms of Prince
Bismarck is to be erected on the north-
western point of Germany's frontier
on the summit of the Konigsberg,
Schleswig-Holstein.

The amnesty decree which Emperor
William issued on Jan. 18 was so in-
definitely worded that the courts doubt
how to apply it. In Hamburg, 500
prisoners were released, but of this number 164 had to be re-
incarcerated the following day. The
imperial court at Leipzig on Monday
last ruled on a case which affects the
rights of German Americans. F. W.
Boehne of Brooklyn, N. Y., was fined
in September last the sum of 200
marks for evading military service by
emigrating. The court quashed the
sentence as not being in accordance
with treaty rights.

The United States ambassador, Mr.
Theodore Runyon, and Mrs. Runyon
dined on Tuesday with the ex-emperor
Frederick, and on Thursday Mr. Run-
yon was present at Emperor William's
diplomatic dinner at the palace. His
majesty was very pleasant to the United
States ambassador, and referred
jointly to the Venezuelan question as
the "late unpleasantness."

ASHORE IN A DENSE FOG

Serious Accident to the
American Line Steamer
St. Paul.

DAY OF GREAT EXCITEMENT

Seven Hundred Passengers Were
Aboard.

Everyone Transferred to the Shore
Without Accident of Any Kind—
Brave and Arduous Work of the
Life-Saving Crews—Waves Run
High and Prevent the Launching
of Life Boats For Several Hours—
Scenes of Great Interest.

LONG BRANCH, N. J., Jan. 25.—In
a heavy fog, with the wind in the
northeast and the surf running far
up the beach, a few minutes after 1
o'clock this morning, the new Ameri-
can line steamship St. Paul, bound in,
went ashore in front of the Grand
View house. All of seven hundred pas-
sengers were today transferred to land.
At no time were the passengers in
danger.

STRENUOUS EFFORTS ARE BEING MADE TO
pull the St. Paul from her dangerous
position. She is in twenty feet of
water, just in the outside edge of the
breakers, about 300 feet from the
shore, with her head pointing at an
acute angle west and toward the
shore.

It has been a day of excitement for
the people of Long Branch and vicinity.
Never before in the history of the
town has there been such a midwinter
influx of excursionists as there was
today. North and south bound trains
deposited crowds of curiosity mongers
at the Long Branch station. The Long
Branch depot, the farmers for miles
around, with their wives and families
came.

LIKE A HOTEL

The objective point was East Long
Branch, where the big American liner
was stranded. There she lay, wash-
ed by the merciless breakers, look-
ing like a huge hotel in the surf,
with her stern hull, nearly an eighth
of a mile in length, embedded deeply
in the sandy beach. She lay so close
to the shore that the people on her
decks early in the day could be heard
speaking to each other very distinctly
by those on the beach. There was evi-
dently no uneasiness felt by the pas-
sengers or crew of the unlucky vessel.

Life Guardsman Joel R. Wiley, of
lifeguard station No. 4, was the first
man to discover the St. Paul in her
dangerous position. While patrolling
his beat he saw signals of distress
flashing from a huge black mass,
which, through the dense fog, he made
out to be an ocean liner. She was
close into the shore, head-on, and she
seemed to be hard and fast on the
beach, and the tide, which was then
low, was unusually high. Wiley
hastened to his life boat house and
aroused Captain Mulligan and the rest
of the crew. The life savers lost no
time, and in less than ten minutes had
tied the little motor launch and

THE LIFE LINE SHOT

in the night. It fell athwart the bridge
of the St. Paul, and the motor launch
on shore were aware of the fact.
They went to work with a will and
had ropes and guys soon in place. The
breaches buoy was then rigged up and
the motor launch towed into it. He was
drawn aboard with only a couple of
wettines, and the passengers hailed
him with cheers as he was pulled over
the side of the ship.

When Mulligan returned he found
Captain West and his crew from life
saving station No. 3, Seabright, hard
at work. The two crews combined, and
the motor launch, which they could not
launch the boats in the face of the
heavy breakers, which threatened to
swamp them at every attempt. Seeing
nothing could be done until the fog
lifted, the men stood around and talked of past experiences.
They all agreed that no vessel has ever
run so close to the shore in their
memory.

The French steamer L'Amirique, which
ran aground off Seabright, about three
miles north of the present location of
the St. Paul, L'Amirique met her
wreck in February, 1877, and she was
taken two months later.

The steamer Rosalia went to pieces
off West End, which is two miles south
of this spot, about twenty years ago.
Other wrecks of large steamers in this
neighborhood were those of the Irra-
waddy and Manitoba, which occurred
last November, off Asbury Park, where
she was almost as interesting as that
of the grounding of the St. Paul. He
said as he explained the reason for his
late arrival:

"Look here, boys, you think this is
a bad job, but there came near being
another one which might have been
worse. About the same time that the
alarm was given No. 4, I came out
with my crew and saw a big vessel
right off our shore. I knew by her size
that she was a trans-Atlantic steamer,
and as she was coming 'head-on' I sent
up a red Coston light, which signalled
her of her danger. In reply she sent
up a blue Coston light, which signalled
that she understood our signal. She
was delayed about half an hour,
and I think she must have been
grounded, judging from the position in
which she was lying. I knew she was
none other than the Cunard Cam-
pania. I am very positive that if it
had not been for me, she would
now have two of the fastest

ASHORE IN A DENSE FOG

Serious Accident to the
American Line Steamer
St. Paul.

DAY OF GREAT EXCITEMENT

Seven Hundred Passengers Were
Aboard.

Everyone Transferred to the Shore
Without Accident of Any Kind—
Brave and Arduous Work of the
Life-Saving Crews—Waves Run
High and Prevent the Launching
of Life Boats For Several Hours—
Scenes of Great Interest.

LONG BRANCH, N. J., Jan. 25.—In
a heavy fog, with the wind in the
northeast and the surf running far
up the beach, a few minutes after 1
o'clock this morning, the new Ameri-
can line steamship St. Paul, bound in,
went ashore in front of the Grand
View house. All of seven hundred pas-
sengers were today transferred to land.
At no time were the passengers in
danger.

STRENUOUS EFFORTS ARE BEING MADE TO
pull the St. Paul from her dangerous
position. She is in twenty feet of
water, just in the outside edge of the
breakers, about 300 feet from the
shore, with her head pointing at an
acute angle west and toward the
shore.

It has been a day of excitement for
the people of Long Branch and vicinity.
Never before in the history of the
town has there been such a midwinter
influx of excursionists as there was
today. North and south bound trains
deposited crowds of curiosity mongers
at the Long Branch station. The Long
Branch depot, the farmers for miles
around, with their wives and families
came.

LIKE A HOTEL

The objective point was East Long
Branch, where the big American liner
was stranded. There she lay, wash-
ed by the merciless breakers, look-
ing like a huge hotel in the surf,
with her stern hull, nearly an eighth
of a mile in length, embedded deeply
in the sandy beach. She lay so close
to the shore that the people on her
decks early in the day could be heard
speaking to each other very distinctly
by those on the beach. There was evi-
dently no uneasiness felt by the pas-
sengers or crew of the unlucky vessel.

Life Guardsman Joel R. Wiley, of
lifeguard station No. 4, was the first
man to discover the St. Paul in her
dangerous position. While patrolling
his beat he saw signals of distress
flashing from a huge black mass,
which, through the dense fog, he made
out to be an ocean liner. She was
close into the shore, head-on, and she
seemed to be hard and fast on the
beach, and the tide, which was then
low, was unusually high. Wiley
hastened to his life boat house and
aroused Captain Mulligan and the rest
of the crew. The life savers lost no
time, and in less than ten minutes had
tied the little motor launch and

THE LIFE LINE SHOT

in the night. It fell athwart the bridge
of the St. Paul, and the motor launch
on shore were aware of the fact.
They went to work with a will and
had ropes and guys soon in place. The
breaches buoy was then rigged up and
the motor launch towed into it. He was
drawn aboard with only a couple of
wettines, and the passengers hailed
him with cheers as he was pulled over
the side of the ship.

When Mulligan returned he found
Captain West and his crew from life
saving station No. 3, Seabright, hard
at work. The two crews combined, and
the motor launch, which they could not
launch the boats in the face of the
heavy breakers, which threatened to
swamp them at every attempt. Seeing
nothing could be done until the fog
lifted, the men stood around and talked of past experiences.
They all agreed that no vessel has ever
run so close to the shore in their
memory.

The French steamer L'Amirique, which
ran aground off Seabright, about three
miles north of the present location of
the St. Paul, L'Amirique met her
wreck in February, 1877, and she was
taken two months later.

The steamer Rosalia went to pieces
off West End, which is two miles south
of this spot, about twenty years ago.
Other wrecks of large steamers in this
neighborhood were those of the Irra-
waddy and Manitoba, which occurred
last November, off Asbury Park, where
she was almost as interesting as that
of the grounding of the St. Paul. He
said as he explained the reason for his
late arrival:

"Look here, boys, you think this is
a bad job, but there came near being
another one which might have been
worse. About the same time that the
alarm was given No. 4, I came out
with my crew and saw a big vessel
right off our shore. I knew by her size
that she was a trans-Atlantic steamer,
and as she was coming 'head-on' I sent
up a red Coston light, which signalled
her of her danger. In reply she sent
up a blue Coston light, which signalled
that she understood our signal. She
was delayed about half an hour,
and I think she must have been
grounded, judging from the position in
which she was lying. I knew she was
none other than the Cunard Cam-
pania. I am very positive that if it
had not been for me, she would
now have two of the fastest

cross-Atlantic steamers bow-on in this
vicinity instead of one."

MESSAGES SENT.

The breeches buoy on the St. Paul
was kept busy bringing messages
ashore from the captain and passen-
gers. The contents of only one of
these messages was made public, and
that was an assurance from Captain
Jamieson. It read: "The ship is fast,
all safe and not making water."

The life boats went out early in the
forenoon, but no person was allowed
to go aboard any of them except the
crews. The passengers promenade
the decks and waved handkerchiefs in
reply to the encouraging cheers which
were heaved to them. Shortly before
noon a number of tugs hove in sight
and by 1 o'clock the St. Paul was sur-
rounded by more than a dozen small
steam tugs, including a revenue cut-
ter and the Chapman and Merritt
wrecking boats.

The life boats, after a few trial trips
from the shore to the St. Paul, made
arrangements to transfer the passen-
gers and passengers to some of the steam
tugs which lay around and the mails
were the first to be tackled.

THE U. S. MAIL.

After Uncle Sam's correspondence
had been safely stowed away and head-
ed for New York, the crews in com-
mand of Captains Mulligan, West and
Wardwell turned their attention to the
first and second cabin passengers. Cap-
tain Jamieson had the big gangway
lowered and stationed the purser at the
bottom. Then the first cabin passen-
gers began their exodus from the main
quarters. It took twelve boatloads to
exhaust the supply of first and second
cabin passengers. In the fourth boatload one lady
fainted after she had made the jump from
the little platform to the tug. She was
immediately transferred to the side-wheel
George Starr, which left at 3:45 o'clock
for New York. A good deal of baggage
was sent after them and was the
general impression that the steamer
passengers would not be taken off, as
the wrecking companies intended to
make an effort to pull the St. Paul off
during the afternoon. This was found
to be impracticable, and the boats
hastened to take off the steerage pas-
sengers. All the passengers were taken
off the steamer before 4:30. No attempt
was made to have the St. Paul moved
to 11 o'clock tonight, but the wrecking
company will probably make an effort
at high tide between 3 and 4 in the
morning. Captains West and Mulligan
said that even if the ship were moved
and ordered on board and that
Captain Jamieson blamed the man who
was throwing the lead for the mishap,
as he claimed the man called out sev-
eral fatuous immediately before the
ship grounded.

IN DANGER.

At midnight the vessel was lying
practically parallel to the beach with
her bow heading south.

Messrs. Chapman and Merritt, repre-
senting the wrecking companies, are on
board the St. Paul, conferring as to the
expense and probabilities of getting her
off, and late tonight Captain Wardwell
of the West End life saving station
said he was sure the ship would
remain in her present position
for many days to come.

LONG BRANCH, Jan. 25.—At 1
o'clock (28th) the St. Paul was lying in
the same position and the breakers
were blowing due north did not affect
the ship. The breakers are still high.

THE PASSENGERS.

NEW YORK, Jan. 25.—The cabin
passengers of the St. Paul were landed
in this city from the tug George Starr
at the American line pier at 7 o'clock
tonight. They looked very cheerful, not-
withstanding their long confinement.
Those who were interviewed by the
newspaper representatives were di-
vided in their opinions as to whether
the position and the breakers which
had been racing, as at first reported.

Almost the first passenger to step
ashore from the tug boat was the Hon.
W. Bourke Cockran, who looked the
part of a champion. He said that the
Campania and the St. Paul had not
been racing, at least the latter had
not.

It was early Friday morning when
we sighted the Campania. The latter
appeared to be nine